

## PUBLIC COMMENTS (PC)-F

### PC-F1

**From:** Desiree Faase [mailto:desireefaase@yahoo.com]  
**Sent:** Tuesday, July 17, 2012 9:28 AM  
**To:** Elizabeth Wade  
**Subject:** 405 fwy

HI Elizabeth,  
I am a resident at 1226 londonderry st. and the amount of chaos this fwy construction is gonna cause for only one added lane in both directions is ridiculous. Not to mention loosing my on and off ramp on fairview! I drive to los angeles daily, and having a fwy on ramp so close to my home was one of the main reasons I bought my home on londonderry!  
I saved my entire life to be able to buy a home for myself, and now you are planning on destroying my peaceful community.  
This is an awful thought that you are considering taking down the fairview exit!!!!  
THIS DOES NOT do anything possitive for our community!!! You are RUINING our livelihood for one added lane of a fwy!!!!  
I stand STRONGLY against all this construction and madness. One lane will do nothing in bettering traffic.  
Every year more and more cars are on the fwy...  
Think of more advanced options like more railways down the center of fwy's so people will not rely on cars so much!!!!!! And have the options to take railway metro trams to and from work.  
Please think of alternative options that will be more long lasting for the years to come!!!  
I am firmly against this!!!

**Desiree Faase**  
Design Director

**LOCK & LOVE**  
19440 Dominguez Hill Dr. \* Rancho Dominguez \* Ca. \* 90220  
P: 424.213.5139  
c: 310.463.9868

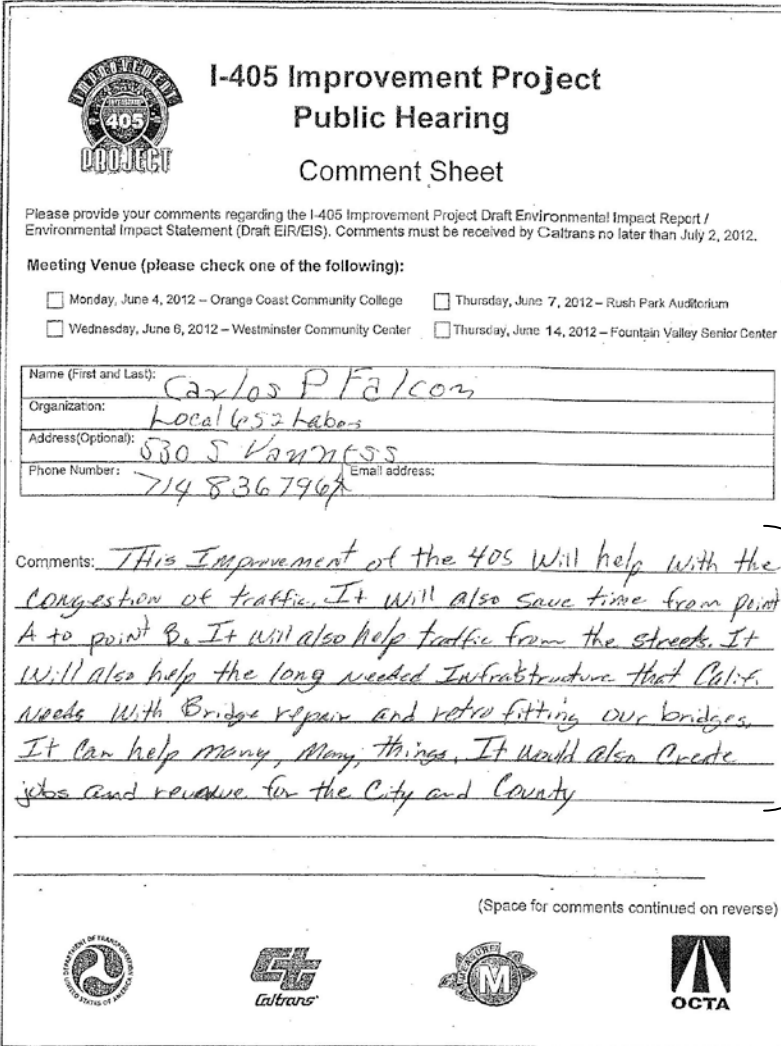
### PC-F2

**From:** Desiree Faase [mailto:desireefaase@yahoo.com]  
**Sent:** Wednesday, June 06, 2012 8:42 AM  
**To:** Christina Byrne  
**Subject:** OCTA costa mesa fwy alternative 3

HI Christina,  
I am writing to you, because I just bought my house last year at 1226 londonderry st., in costa mesa.  
This alternative 3 options for octa is NOT OK with me...  
I have saved my entire life for a home, and now that I purchased one, you are looking to widen the freeway!!!  
This is not ok.  
There is no need. THe traffic on the freeway by fairview is never packed. THe flow of traffic is always moving in that area.  
Also, the fairview exit is one of the reasons I purchased this home! I work in long beach and los angeles, so the ease of me jumping on and off the fwy so close to my home was a huge factor in my purchase!!!  
I will fight against this alternative option 3 as I am highly against it!!!!!!

**Desiree Faase**  
Design Director  
**LOCK & LOVE**  
19440 Dominguez Hill Dr. \* Rancho Dominguez \* Ca. \* 90220  
P: 424.213.5139  
c: 310.463.9868

## PC-F3



**I-405 Improvement Project  
Public Hearing  
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.


**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

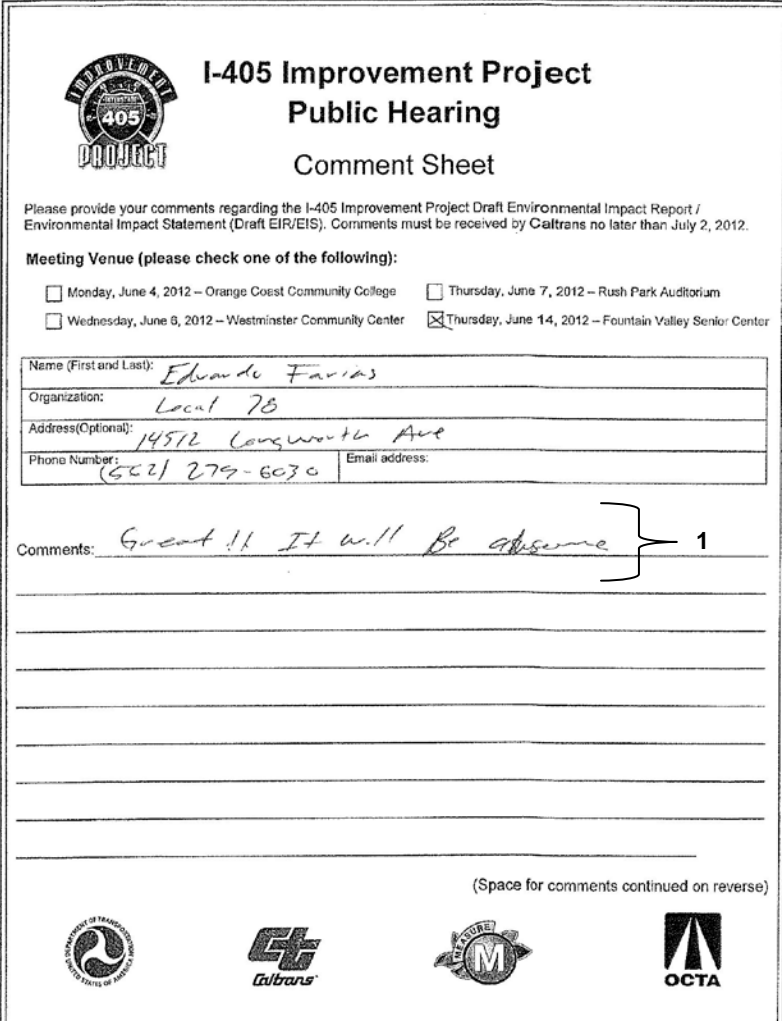
Name (First and Last): Carlos P Falcon  
 Organization: Local 652 Laborers  
 Address (Optional): 530 S Van Ness  
 Phone Number: 714 836 7967 Email address: \_\_\_\_\_

Comments: This Improvement of the 405 will help with the congestion of traffic. It will also save time from point A to point B. It will also help traffic from the streets. It will also help the long needed infrastructure that Calif. needs with bridge repair and retrofitting our bridges. It can help many, many things. It would also create jobs and revenue for the city and county.

(Space for comments continued on reverse)



## PC-F4



**I-405 Improvement Project  
Public Hearing  
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.


**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☒ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Edwado Farias  
 Organization: Local 78  
 Address (Optional): 14512 Longworth Ave  
 Phone Number: (662) 279-6030 Email address: \_\_\_\_\_

Comments: Great!! It will be awesome } 1

(Space for comments continued on reverse)



PC-F5

From: Lorna [lorna.skip@gte.net]  
Sent: Tuesday, June 19, 2012 1:06 PM  
To: Parsons, 405.dedcomments  
Subject: Freeway widening  
Importance: High

Dear CalTrans,

Planning does NOT seem to be your forte. What is up with widening the 405 FWY right AFTER you've done all of the construction going on NOW????!! It will require you to rebuild bridges that you've JUST finished rebuilding or are Almost started to tear down & rebuild for the CURRENT project. The current plan you have for the Seal Beach Blvd. Bridge is DANGEROUS & NOW you want to have to do it over again in the near future???? Why don't you WAIT & rebuild the bridge ONCE??? No where in the e-mail CalTrans has sent out has it explained HOW MANY HOMES WOULD BE LOST IN WIDENING THE 405 FWY IN SEAL BEACH & ROSSMOOR???? Or would the shoulder area be lost??? It would be very unsafe to lose the shoulder area in such a broad freeway.

Frustratedly,  
Lorna Farnum  
Rossmoor Resident

PC-F6

John & Wilma Feeney  
1154 Dorset Lane  
Costa Mesa, CA 92626-2861

July 15, 2012

Ms. Smita Deshpande, Branch Chief  
CalTrans – District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612

Dear Ms. Deshpande,

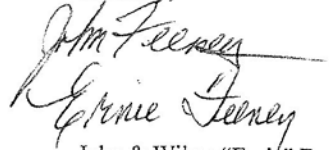
We live approximately one and one-half blocks from the I-405 Freeway in the north end of Costa Mesa. We are adamantly opposed to Alternative #3 for the expansion of that freeway.

We remember several years ago when the additional lanes were added to the I-405. It was on going noise with pile drivers, back up beepers and other loud construction noise. When we and others drove on Fairview Avenue near the I-405 Freeway, there were dust clouds on a regular basis. We have friends who live closer to the I-405 Freeway who tell us they are constantly cleaning up rubber dust in their house that they have concluded is coming from the I-405 Freeway.

It has become quite obvious that the proposed Toll Lanes on the I-405 Freeway are primarily to bail out the financially troubled SR 73 Toll Road. A toll road that goes all the way from South Orange County to the I-605 Freeway would put more vehicles on the SR 73 Toll Road; hence more toll dollars for the SR 73. That's a great deal for the "swells", but not for the average Orange County citizen.

This whole situation smells of corruption!

Sincerely,

  
John & Wilma "Ernie" Feeney

## PC-F7

Smita Deshpande, Branch Chief,  
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605  
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

  
(Name)

1154 Dorset Lane, Costa Mesa, CA 92626  
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

## PC-F8

Smita Deshpande, Branch Chief,  
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605  
and Draft EIR/EIS

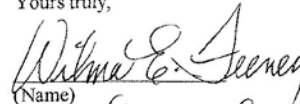
I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

  
(Name)

1154 Dorset Lane, Costa Mesa, CA 92626  
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

## APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS






## PC-F10

This widening project is a disaster in every way. It impacts millions of people and just moves any bottleneck and slow down to one location at the county line.

Against against  
David Feldman

Comments: This project would create jobs and revenue for the city and country.

## PC-F11

 <b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input checked="" type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>Liam W. Ferris</u> Organization: <u>LOCAL 78</u> Address (Optional): <u>10470 Canyon Vista Rd. Moreno Valley, CA</u> Phone Number: <u>909-229-2379</u> Email address: <u>ILAYPIDE1@YAHOO.COM</u>	
Comments: <u>lets keep the I-405 flowing !!</u>	
(Space for comments continued on reverse)	
   	

## PC-F12

**From:** Liam Ferris [mailto:lpferris@gmail.com]  
**Sent:** Tuesday, June 19, 2012 10:02 AM  
**To:** Will Kempton - OCTA; Christina Byrne  
**Subject:** Re: I-405 Project Comment Period Extended

Good morning, Will:

Can you please clarify? Is this a new project, different than the current West County Connectors project taking place today? Why is this not part of the West County Connectors project, and how can you expect people in the neighborhoods next to the 405/22/605 to deal with another four years of construction after the WCC project is done?

Thanks,  
Liam

## PC-F13

**From:** Liam Ferris [lpferris@gmail.com]  
**Sent:** Tuesday, June 19, 2012 10:17 AM  
**To:** Parsons, 405.dedcomments; Liam Ferris  
**Subject:** Public comment on I-405

As a resident of the 92845 area code, and with a house that backs up directly to the area where the WCC Connector Project is currently happening, I am strongly against any additional construction in the area.

The WCC Project has been highly unpleasant, but we have been tolerant as we know it will only go on a couple more years. I work from home, and the constant pile driving has been a huge detriment to a number of my client-facing conference calls. In addition, I have a two year old son whose nap times have frequently been compromised by the pile driving and other construction noise both during the day and at night.

The other issue is that the neighborhood is constantly bombarded by dust from the construction. My cars are constantly dirty, as are my outdoor furniture, play areas, and anything else outside. I can't imagine that breathing in all this dust can be good for anyone's health either.

With all that said, I will reiterate that I am strongly against any continued construction past the conclusion date of the WCC Project.

Sincerely,  
 Liam Ferris  
 5332 Christal Ave  
 Garden Grove, CA 92845

**PC-F14**

**From:** Louise [louisefid@aol.com]  
**Sent:** Saturday, June 16, 2012 9:51 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Expansion

Good morning. I am writing this email to highly oppose OCTA's Alternative 3 to widen the freeway in Costa Mesa. This plan has no benefit to the citizens of Costa Mesa. When planning to spend our tax dollars remember you are here to serve the many not the few. Our Fairview bridge was just recently completed and we do not want to see it destroyed nor the new Harbor bridgework/exit. HOT lanes serve no purpose when taking away the car pool lane. The sound walls, construction noise, pollution & Alternative 3 is not acceptable.

Thank you

Louise Fiduccia  
Costa Mesa Resident  
(714) 454-7360 Cell

**PC-F15**

**From:** Louise [mailto:louisefid@aol.com]  
**Sent:** Wednesday, June 20, 2012 3:23 PM  
**To:** wlobdell@d.costamesa.ca.us; Wendy Knowles; Laurena Weinert; Laura Scheper; Customer Relations; Bekele Demissie; letters@ocregister.com  
**Subject:** 405 Freeway Expansion

Hello,

I strongly oppose option 3 of the 405 Freeway Expansion plan.

I am a resident of Costa Mesa for over 25 years. I strongly oppose Option 3 of the 405 Freeway expansion thru Costa Mesa. Adding general purpose lanes for the use of everyone is one thing or an additional car pool lane for all to use.

Adding lanes with taxpayer money to serve the few is just not right. Our taxpayer money is to serve the many, not the few.

It seems to me that OCTA is not looking out for the best interest of residents.

Thank you,

Louise Fiduccia  
Costa Mesa Resident  
(714) 454-7360 Cell

**PC-F16**

**From:** ROGER FIERCE [fiercetwo@msn.com]  
**Sent:** Saturday, July 14, 2012 10:57 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comments I 405 Impr. Proj

1 Please consider the following comments regarding the I 405 Improvement Project:

I recommend Alt 2!

Whereas all the surface street bridges overpasses to the I 405 must be widened for all alternatives, It makes no sense to only add one lane each direction under alternate 1. Therefore I urgently recommend adding the two lanes in each direction, Alt 2 or 3. **No on Alt 1!**

I am opposed to Alt 3 with the existing car pool lane and new lane dedicated to toll collecting. All through traffic north and south (ie from San Diego or up north) will not have transponders. They will therefore further congest the regular General Purpose lanes.

I am concerned that the \$100 Million shortfall in funding for Alternate 2 will become an excuse to advocate toll revenue, driving the solution to Alternate 3. At the Westminster Town Hall, I asked what the plan was for meeting the \$100 Million shortfall for Alternate 2 and the reply was an unconvincing "they will find a way"

As to impact on surface streets, I am disappointed that there is no southbound on-ramp from Westminster blvd traveling west. This would require cars to make U-turns at Springdale causing increased safety problems.

As to the Extra traffic signals for on/of ramps, It is mandatory to have sychronized signals due to their close proximity to cross streets, especially on Beach Blvd.

Respectfully

Roger Fierce  
Westminster Resident

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## PC-F17

July 17, 2012

Dear Ms. Deshpande,

I ask that you along with the others in Caltrans District 12 eliminate the option of moving the freeway wall onto Almond Avenue in College Park East. Certainly there must be some other options that could be chosen while leaving our wall in place.

I live five houses in from the wall and will definitely be affected. The noise level will certainly rise. Right now, I hear the cars that collide on the freeway. Before cell phones, I would call the police to inform them of an accident on the freeway when it occurred. Is it the slightest bit possible there will be less accidents with the lanes being pinched off in Orange County because Los Angeles won't be increasing the number of lanes in their county in the foreseeable future?

I also have no doubt of the increase in exhaust fumes, especially when traffic backs up to merge onto the reduced number of lanes going into Los Angeles County.

One spokesman offered the thought that this work would increase our property value. How could one possibly reach that conclusion?

Please give consideration to us the homeowners in College Park East and leave the freeway wall where it stands and plan your roadwork on the freeway side of the wall.

Yours truly,

*Dean Fife*  
DEAN FIFE

## PC-F18

From: Matt Filler [matt@mattfiller.com]  
Sent: Friday, July 13, 2012 3:10 PM  
To: Parsons, 405.dedcomments  
Subject: Public Comment - Utilize a single transponder County-Wide if Option 3 is chosen

The prospect of transitway toll users having to replace or carry multiple transponders is outrageous. If the capabilities of an existing transponder are not going to serve the needs of an I-405

## PC-F19

From: Matt Filler [matt@mattfiller.com]  
Sent: Monday, July 16, 2012 11:51 PM  
To: Parsons, 405.dedcomments  
Subject: Public Comment - Exclude I-22/I405 in Seal Beach from Option 3

Unless/until I-22 is also made a tollway, the portion of I-405 through Seal Beach that is shared with I-22 should be excluded from any tollway and remain as paired HOV lanes.

The current WCC project was justified to the public and the US DOT because of the dangerous problem of I-22 and I-605 HOV traffic needing to cross 4 or more lanes of traffic in order to continue on a carpool lane. I attended a similar meeting at the onset of construction of the WCC project (at Edison Park), and one of the biggest take-aways for me was that WCC replaced a previous mitigation of this hazard consisting of median lighting, which had been done because funds were unavailable to do a proper solution to the lane-crossing problem for these HOV users, and the non-HOV traffic that they impact.

Changing this section of the I-405 to a tollway will re-establish this dangerous situation with 5 lanes, violating the public trust in OCTA and CALTRANS by making things better, not worse.

This also creates the unfair problem for I-22 and I-605 HOV users of having to buy and have a transponder and pay a toll to go 2 miles, or else having to cross multiple lanes of traffic twice, either to avoid the toll or because they have no transponder or they have an I-91 or I-73 or other transponder that does not work on this section of freeway for no good reason. If this impact is not mitigated as suggested in this comment, all users of I-22 and I-605, including those in LA County, should be notified of this impact, surveyed, and given a chance to comment, not just those in Seal Beach, and should be given free transponders on request.

HOV users will be angered at Caltrans by the above situations in addition to the challenge of crossing multiple lanes, making the probability of collisions that much higher.

I attended the Rush Park Meeting June 7, 2012, and I vote for Alternative 2.

Thanks,  
-- Matthew Filler  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411



**PC-F20**

**From:** Matt Filler [matt@mattfiller.com]  
**Sent:** Monday, July 16, 2012 11:51 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Public Comment - Objection to Tollway Option 3

All California drivers and taxpayers pay for this project, and all should enjoy its benefits. Many cannot afford regular trips into their budgets for additional fees. Many of the people who would occasionally use the HOV lanes will or cannot use the tollway under this proposal. Most of the benefit will go to people coming from the more affluent I-73-served areas that need to go to LA County. I suspect that people along the route will resist buying the transponder.

Also, I urge a restudy of the claim that travel time with a Tollway for the main lanes would be 29 minutes, just one minute worse than the alternative 2 number. I believe that estimate is highly optimistic, and biased in favor of supporters of Alternative 3 and tollways in general. This is not an affluent area like I-73, and usage of the tollway should discount participation rates for that tollway. I-91 rates are also not as useful, as those users are mostly commuters, and can charge those tolls against their incomes. In this corridor, there are a lot more local trips.

Have you surveyed people in the traffic areas affected, including LA County, fully disclosing the likely costs and asking how many would join the transponder system, and for how many of their vehicles? If not, please do so before choosing Alternative 3, and revise the usage statistics based on those results.

The best results would be obtained if the tollway were only a tollway during peak hours, but again that just points out how unfair this is to those who live or work in the area and are impacted by the project.

I attended the Rush Park Meeting June 7, 2012, and I vote for Alternative 2.

Thanks,  
-- *Matthew Filler*  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

**PC-F21**

**From:** Matt Filler [matt@mattfiller.com]  
**Sent:** Monday, July 16, 2012 11:51 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Public Comment - Utilize a single transponder County-Wide if Option 3 is chosen

The prospect of transitway toll users having to replace or carry multiple transponders is outrageous. If the capabilities of an existing transponder are not going to serve the needs of an I-405, the holders of all existing transponders should be offered free exchange to the new transponder, at the expense of whatever project (I-405 Improvement) requires the upgrade or incompatibility, and all other California toll transponders should be required to offer only compatible transponders from the earliest possible date. If there is an inventory of left-over transponders, they should be offered to other states.

One alternative would be for existing types of transponders to be allowed on the I-405 tollway, and a signalling system made available to Law Enforcement based on the instantaneous results of the transponder's scanning that would provide images of those vehicles that fail the scan to an app on the officer's computer, with views into the vehicle and software that can recognize the number of passengers, much as traffic software recognizes vehicles stopped at a traffic light.

Or just go on the honor system for any 3-person requirement.

Better yet, just forget about the 3-person requirement if you do a tollway. There is no need. So few people will actually want to pay tolls for this that there will never be a need for a 3-person rule under Alternative 3.

I attended the Rush Park Meeting June 7, 2012, and I vote for Alternative 2.

Thanks,  
-- *Matthew Filler*  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

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## PC-F22

**From:** Matt Filler [matt@mattfiller.com]  
**Sent:** Tuesday, July 17, 2012 12:38 AM  
**To:** Parsons; 405.dedcomments  
**Cc:** 'Christina Byrne'  
**Subject:** Public Comment - Sound Wall Vegetation

Summary: Vegetation (ivy, or similar) should be incorporated on both-sides of soundwalls wherever possible statewide, including this project. Elevated soundwalls should have alternative anti-reflective coating used. Sound walls need to continue beyond the last receiver. Noise reduction levels should be considered separately for 2-story houses in considering higher sound walls.

I have been concerned to see that on portions of I-405, including the just-completed I-405 bridge for the I-22/7th street on-ramp where it appears diagonal concrete surfacing prevents ivy in some locations, it appears that soundwalls have been constructed in such a way that no surface vegetation (ivy) can reach the wall. Also, in places ivy seems to have been removed or prevented from crossing from the rear to the front of the wall (e.g. N. side of I-405 between Studebaker and Palos Verdes). Paving often prevents growth of vegetation from the front, and in many cases the back, of the wall in some locations. Consider small openings to ground where ivy can grow.

On I-405 and most freeways with high soundwalls, I think the 10:1 action level in [http://www.fhwa.dot.gov/environment/noise/noise\\_barriers/design\\_construction/design/design03.cfm#sec3.4.1](http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm#sec3.4.1) is not met for avoiding a requirement to consider a surface treatment to avoid consideration of sound absorptive material, much less the 20:1 no impact level. Reflected noise builds up in the corridor, and increases the total sound that tops the walls. An additional reflective parameter that is not considered in this standard, but that affects this corridor, is reflection from median structures (median walls, elevated HOV/tollway ramps).

I believe that, in addition to cost savings due to anti-graffiti properties, such vegetation should be part of all sound walls to absorb reflections on both sides of the wall (including reflections from structures beyond the wall), and also to decrease transmission through the wall. Wherever possible, additional plantings should also be included/retained behind the barrier, or if possible in front of it as on Old Ranch Pkwy. If a woody ivy is not counted as a highly cost-effective anti-reflective coating, it should be studied and included as such, particularly when it is allowed to grow on and above the top of the wall. Consideration should also be given to the type of climbing vines used - some produce just a thin covering, while some (e.g. Almond Ave) seem to be much thicker but patchy. Ideally, a complete coverage by thick vines should be most effective.

I also notice that in some locations, sound walls stop near the property line of the last residence (e.g. S. side of I-22 just west of the WCC project). The Federal standard is that the soundwall should continue 4x its height past the last receiver, or be curved to protect from sound refracting around the end of the wall for openings. I understand the business wants its entire front to be visible from the freeway, but consider running the wall a bit further where possible. In locations where walls are overlapped for access, the double wall should extend for 4x its height (such as the College Park West soundwall that is planned for the WCC project for emergency access in case the San Gabriel River Bridge is ever out -- I would like to see updated plans showing this wall).

My father was an acoustics physicist, whose specialty was shock waves. In 1966, he was on a team that ended the use of similar barriers for explosives storage and handling areas <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=AD0487554&Location=U2&doc=GetTRDoc.pdf>, including at the Seal Beach Naval facility adjacent to this project. This study found that these barriers actually made the situation worse, by increasing ejected debris. He believed that sound walls were also a waste of taxpayer money, and that the one near our house was far less effective than the intervening trees, woody shrubs, and grass. I believe that there is research that shows that sound walls are useful, but I also believe that their effectiveness can be reduced by failing to maximize the benefits of vegetation as a supplement to the wall itself.

I was struck by the use of the word "tonality" in section 3.1 of the first reference above. Tonality is NOT simply frequency, it is a pattern of frequencies at various amplitudes that is perceived by the human ear as a totality of sound in a particular environment and time. Measurement of dB or dB(A) does not reflect tonality. Woody vegetation such as ivy on a sound wall can go a long way toward mitigation of the unpleasant tonal effects of highway noise on the human ear both within

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## PC-F22 Continued

and outside highway corridors, by improving the overall tonality towards a pleasing, whiter rustling noise. Consideration should be given to research projects to better identify mitigation of perceived sound.

Also, as a separate comment, in determining the height of sound walls, the presence of 2-story houses in the first, second, and third rows of houses beyond the wall should be given greater weight than other receivers, by calculating separately the impact based on the lower level of sound reduction that is applicable at the second story per the above FHWA guidelines. Sound levels at the second story are not mitigated as much as at the first story by any given wall height, and so have greater impact. They also are better mitigated by higher walls and vegetation that extends above the wall. I would suggest that a 10 dB(A) reduction might be achieved by a given increase in wall height for second story homes even when it would not be achieved at ground level. (Growing up my room had the only wall facing a freeway on the second story.)

I attended the Rush Park Meeting June 7, 2012, and I vote for Alternative 2.

Thanks,  
 -- Matthew Filler  
 233 Harvard Lane  
 Seal Beach, California 90740-2510  
 562-862-3411

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PC-F23

PC-F23 Continued

**From:** Matt Filler [matt@mattfiller.com]  
**Sent:** Tuesday, July 17, 2012 12:49 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** RE: Public Comment - Utilize a single transponder County-Wide if Option 3 is chosen, et. al.

Sorry, this comment was sent prematurely July 13 by mistake. I have submitted 4 additional comments yesterday; one with a similar title replaces this one (see #3 below). If I need to have just one comment, please substitute the following for all previous submissions; it combines my comments into 1 submission. Otherwise please ignore this one and the first one dated July 13, and just consider the 4 submitted last night, July 16 (one was after midnight today July 17, and I have separated it into 3 comments below).

1. Exclude I-22/I405 in Seal Beach from Option 3

Unless and until I-22 is also made a tollway, the portion of I-405 through Seal Beach that is shared with I-22 should be excluded from any tollway and remain as paired HOV lanes.

The current WCC project was justified to the public and the US DOT because of the dangerous problem of I-22 and I-605 HOV traffic needing to cross 4 or more lanes of traffic in order to continue on a carpool lane. I attended a similar meeting at the onset of construction of the WCC project (at Edison Park), and one of the biggest take-aways for me was that WCC replaced a previous mitigation of this hazard consisting of median lighting, which had been done because funds were unavailable to do a proper solution to the lane-crossing problem for these HOV users, and the non-HOV traffic that they impact.

Changing this section of the I-405 to a tollway will re-establish this dangerous situation with 5 lanes, violating the public trust in OCTA and CALTRANS by making things better, not worse.

This also creates the unfair problem for I-22 and I-605 HOV users of having to buy and have a transponder and pay a toll to go 2 miles, or else having to cross multiple lanes of traffic twice, either to avoid the toll or because they have no transponder or they have an I-91 or I-73 or other transponder that does not work on this section of freeway for no good reason. If this impact is not mitigated as suggested in this comment, all users of I-22 and I-605, including those in LA County, should be notified of this impact, surveyed, and given a chance to comment, not just those in Seal Beach, and should be given free transponders on request.

HOV users will be angered at Caltrans by the above situations in addition to the challenge of crossing multiple lanes, making the probability of collisions that much higher.

2. Objections to Tollway Option 3

All California drivers and taxpayers pay for this project, and all should enjoy its benefits. Many cannot afford regular taps into their budgets for additional fees. Many of the people who would occasionally use the HOV lanes will or cannot use the tollway under this proposal. Most of the benefit will go to people coming from the more affluent I-73-served areas that need to go to LA County. I suspect that people along the route will resist buying the transponder.

Also, I urge a restudy of the claim that travel time with a Tollway for the main lanes would be 29 minutes, just one minute worse than the alternative 2 number. I believe that estimate is highly optimistic, and biased in favor of supporters of Alternative 3 and tollways in general. This is not an affluent area like I-73, and usage of the tollway should discount participation rates for that tollway. I-91 rates are also not as useful, as those users are mostly commuters, and can charge those tolls against their incomes. In this corridor, there are a lot more local trips.

Have you surveyed people in the traffic areas affected, including LA County, fully disclosing the likely costs and asking how many would join the transponder system, and for how many of their vehicles? If not, please do so before choosing Alternative 3, and revise the usage statistics based on those results.

The best results would be obtained if the tollway were only a tollway during peak hours, but again that just points out how unfair this is to those who live or work in the area and are impacted by the project.

3. Utilize a Single Transponder County-Wide if Option 3 is Chosen

The prospect of transitway toll users having to replace or carry multiple transponders is outrageous. If the capabilities of an existing transponder are not going to serve the needs of an I-405, the holders of all existing transponders should be offered free exchange to the new transponder, at the expense of whatever project (I-405 Improvement) requires the upgrade or incompatibility, and all other California toll transponders should be required to offer only compatible transponders from the earliest possible date. If there is an inventory of left-over transponders, they should be offered to other states.

One alternative would be for existing types of transponders to be allowed on the I-405 tollway, and a signaling system made available to Law Enforcement based on the instantaneous results of the transponder's scanning that would provide images of those vehicles that fail the scan to an app on the officer's computer, with views into the vehicle and software that can recognize the number of passengers, much as traffic software recognizes vehicles stopped at a traffic light.

Or just go on the honor system for any 3-person requirement.

Better yet, just forget about the 3-person requirement if you do a tollway. There is no need. So few people will actually want to pay tolls for this that there will never be a need for a 3-person rule under Alternative 3.

4. Sound Wall Vegetation

Summary: Vegetation (ivy, or similar) should be incorporated on both sides of soundwalls wherever possible statewide, including this project. Elevated soundwalls should have alternative anti-reflective coating used. Research ivy types and effectiveness.

I have been concerned to see that on portions of I-405, including the just-completed I-405 bridge for the I-22/7th street on-ramp where it appears diagonal concrete surfacing prevents ivy in some locations, it appears that soundwalls have been constructed in such a way that no surface vegetation (ivy) can reach the wall. Also, in places ivy seems to have been removed or prevented from crossing from the rear to the front of the wall (e.g. N. side of I-405 between Studebaker and Palos Verdes). Paving often prevents growth of vegetation from the front, and in many cases the back, of the wall in some locations. Consider small openings to ground where ivy can grow.

On I-405 and most freeways with high soundwalls, I think the 10:1 action level in [http://www.fhwa.dot.gov/environment/noise/noise\\_barriers/design\\_construction/design/design03.cfm#sec3.4.1](http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm#sec3.4.1) is not met for avoiding a requirement to consider a surface treatment to avoid consideration of sound absorptive material, much less the 20:1 no impact level. Reflected noise builds up in the corridor, and increases the total sound that tops the walls.

An additional reflective parameter that is not considered in this standard, but that affects this corridor, is reflection from median structures (median walls, elevated HOV/tollway ramps). Elevated soundwalls should have alternative anti-reflective coating used if ivy cannot reach the walls.

I believe that, in addition to cost savings due to anti-graffiti properties, such vegetation should be part of all sound walls to absorb reflections on both sides of the wall (including reflections from structures beyond the wall), and also to decrease transmission through the wall. Wherever possible, additional plantings should also be included/retained behind the barrier, or if possible in front of it as on Old Ranch Pkwy. If a woody ivy is not counted as a highly cost-effective anti-reflective coating, it should be studied and included as such, particularly when it is allowed to grow on and above the top of the wall. Consideration should also be given to the type of climbing vines used - some produce just a thin covering, while some (e.g. Almond Ave) seem to be much thicker but patchy. Ideally, a complete coverage by thick vines should be most effective.

My father was an acoustics physicist for the U.S. Navy, whose specialty was shock waves. In 1966, he was on a team that ended the use of similar barriers for explosives storage and handling areas <http://www.dtic.mil/cgi-bin/GetTRDoc?AD=AD0487554&Location=U2&doc=GetTRDoc.pdf>, including at the Seal Beach Naval facility adjacent to this project. This study found that these barriers actually made the situation worse, by increasing ejected debris. He believed that sound walls were also a waste of taxpayer money, and that the one near our house was far less effective than the intervening trees, woody shrubs, and grass. I believe that there is research that shows that sound

## PC-F23 Continued

walls are useful, but I also believe that their effectiveness can be reduced by failing to maximize the benefits of vegetation as a supplement to the wall itself.

I was struck by the use of the word "tonality" in section 3.1 of the first reference above. Tonality is NOT simply frequency, it is a pattern of frequencies at various amplitudes that is perceived by the human ear as a totality of sound in a particular environment and time. Measurement of dB or dB(A) does not reflect tonality. Woody vegetation such as ivy on a sound wall can go a long way toward mitigation of the unpleasant tonal effects of highway noise on the human ear both within and outside highway corridors, by improving the overall tonality towards a pleasing, whiter rustling noise. Consideration should be given to research projects to better identify mitigation of perceived sound.

## 5. Sound Walls Need to Continue Beyond the Last Receiver.

I notice that in some locations in or near this project, sound walls stop near the property line of the last residence (e.g. S. side of I-22 just west of the WCC project). The Federal standard is that the soundwall should continue 4x its height past the last receiver, or be curved to protect from sound refracting around the end of the wall for openings. I understand the business wants its entire front to be visible from the freeway, but consider running the wall a bit further where possible. In locations where walls are overlapped for access, the double wall should extend for 4x its height (such as the College Park West soundwall that is planned for the WCC project for emergency access in case the San Gabriel River Bridge is ever out -- I would like to see updated plans showing this wall).

## 6. 2-Story Sound Receiver Impact

Noise reduction levels should be considered separately for 2-story houses in considering higher sound walls.

In determining the height of sound walls, the presence of 2-story houses in the first, second, and third rows of houses beyond the wall should be given greater weight than other receivers, by calculating separately the impact based on the lower level of sound reduction that is applicable at the second story per the above FHWA guidelines. Sound levels at the second story are not mitigated as much as at the first story by any given wall height, and so have greater impact. They also are better mitigated by higher walls and vegetation that extends above the wall. I would suggest that a 10 dB(A) reduction might be achieved by a given increase in wall height for second story homes even when it would not be achieved at ground level. (Growing up my room had the only wall facing a freeway on the second story.)

## 7. I attended the Rush Park Meeting June 7, 2012, and I vote for Alternative 2.

Thanks,  
-- Matthew Filler  
233 Harvard Lane  
Seal Beach, California 90740-2510  
562-862-3411

## PC-F24



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

## Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 - Orange Coast Community College ☒ Thursday, June 7, 2012 - Rush Park Auditorium  
☐ Wednesday, June 6, 2012 - Westminster Community Center ☐ Thursday, June 14, 2012 - Fountain Valley Senior Center

Name (First and Last): <u>Dr. Thomas Fitzgerald, P.E. Planning/Fitzgerald</u>	
Organization: <u>Rossmore Homeowners Association</u>	
Address (Optional): <u>3121 Saint Albans Drive, Rossmore CA</u>	
Phone Number: <u>562-596-8674</u>	Email address: <u>tomdfitz@gmail.com</u>

Comments: I have thought about this quite a bit. You should  
• Add two lanes in each direction;  
• Make the two inside lanes on each side  
carpool lanes (during peak hours only)  
— that will be an incentive to carpool;  
• Use continuous access to carpool lanes;  
• DON'T USE TOLLS or any part of  
"OPTION 3"

(Space for comments continued on reverse)



PC-F25

July 8, 2012

OCTA Board Member  
550 S. Main Street  
PO Box 14184 Orange, CA 92863

**Subject I-405 widening impacting the College Park East Community in the City of Seal Beach (Between the SR-73 and I-605)**

Dear Mr. Moorlach,

We are residents of the City of Seal Beach College Park East Community. **We are asking you to vote for Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Street which has an existing soundwall that protects the community. If this wall is torn down and new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.
2. Alternatives 2 and 3 will encroach 10 feet into Almond Street and will also impact to existing parks at Astor Street and at Oleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children use these parks every day and walk along Almond Street. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease, lung cancer and/or other forms of cancer**. The closer the freeway is to our community, the more exposed to vehicle exhaust and harmful toxics.
3. Alternatives 2 and 3 require the movement of the soundwall, replacing with a lesser quality soundwall, and moving the soundwall in 7-10 feet onto Almond Street. The community of College Park East will lose access to park on Almond Street and there will be loss of vegetation along the new soundwall. The removal of the soundwall requires the relocation of utilities to be moved closer to the homes near Almond Street. The community of College Park East is concerned that the security level of our community will decrease due to the visibility of our homes during the moving and rebuilding of a new soundwall and the concerns that our property values will have a rippling negative impact throughout the community.
4. Alternatives 2 and 3 will increase traffic along the 22 and 405 freeways. The additional lanes required by Alternative 2 and 3 will funnel down into gridlock as the traffic approaches the N. I-405 and N. I-605 at the LA County line. LA County has no plans to add the same in the next 10-15 years, if at all.
5. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

  
Steve Fitzpatrick

  
Jacqueline Fitzpatrick

PC-F26

**From:** jamesflanagan@gmail.com on behalf of jaf997 [jaf997@gmail.com]  
**Sent:** Monday, July 16, 2012 9:25 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Rossmoor

I am concerned about the freeway's impact on Rossmoor, particularly the plan to wrap the freeway around the southern end.

As presently configured, please count me among the opposition.

Can you provide a map or link to map showing the path of the proposal?

James Flanagan  
Rossmoor homeowner

PC-F27

PC-F28

6/24/2012  
I am a resident of College Park East since 1968. I have been very happy with the standard of living my family and I have enjoyed here.

As you can see none of my neighbors are willing yet for your project WE DO NOT WANT a new WALL nor DO WE WANT A TOLL ROAD.

WOULD YOU WANT to TEAR DOWN the WALL if you lived here?

My family and I say NO to building a new WALL or TOLL ROAD.

NO, NO, NO!!

Julia Ford.  
3610 Linnipeg Dr.  
Seal Beach, CA.  
90740



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

### Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Daniel Flores	
Organization:	416
Address (Optional): 1864 Locust Ave #12	
Phone Number: 562-489-21-59	Email address: Manabego-21@hotmail.com

Comments: Me Gustaria Que Amplearan el  
405

(Space for comments continued on reverse)



PC-F28 Translation

Comment:

I would like you to widen the 405 freeway.

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PC-F29

**From:** Elias Javier Flores [mailto:elias.flores02@yahoo.com]  
**Sent:** Monday, July 16, 2012 10:36 AM  
**To:** john.moore@ocgov.com; Audra.Adams@ocgov.com; PatBates@ocgov.com; Bill.Campbell@ocgov.com;  
dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Janet.Nguyen@ocgov.com; fvcrandall@yahoo.com;  
lorri@lorrigalloway.com; pglash@cityoflagunahiguera.org; mpulido@santa-ana.org; pherzog@lakeforestca.gov;  
jamante@tustinca.org; Wendy Knowles; fvproud@fountainvalley.org; citycouncil@cityoforange.org; mayor@garden-  
grove.org  
**Subject:** 405 toll lanes

Don't do it. The 405 is already a parking lot. Better yet, give up your salaries and combine them  
and make the 405 bigger for all user.

Elias Flores

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PC-F30



**I-405 Improvement Project  
Public Hearing  
Comment Sheet**

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Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ELIAS FLORES</u>	
Organization: <u>LOCAL 582</u>	
Address (Optional): <u>7801 Santa Barbara Ave Stanton, CA 90680</u>	
Phone Number: <u>(714) 872-7361</u>	Email address: <u>centraflores@yahoo.com</u>


Comments:

(Space for comments continued on reverse)



PC-F31

PC-F32

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Roberto Flores  
Organization: Labor Local 652  
Address (Optional): 1746 E. 10th Ave. Orange CA.  
Phone Number: 714) 499 7358    Email address: \_\_\_\_\_

Comments: In many cases construction workers have  
been unemployed anywhere from 8 months to a  
year and a half This effect has caused  
them to lose there home.

(Space for comments continued on reverse)

July 17, 2012

CalTrans,

I am a Fountain Valley resident whose driving will be impacted as well, by the decision that is currently being considered regarding our traffic, on the 405, in this Orange County area centered with Fountain Valley.

Proposals printed in news, sound similar to the current construction in LA; the Wilshire intersection with the 405.

I would suggest that you consider the bottle necking that will be created in a big expansion project, taking place in a relatively small section of freeway. The more lanes that are built will possibly create traffic chaos before and after the new section, leaving the project useless- in the proposed area, in all 3 of your alternatives, compared to leaving it as is.

Thanks for considering this input.

Sincerely,

Christopher Fonseca

*Chris*



PC-F33

July 9, 2012

To: LARRY CRANDELL, CITY MEMBER, 2ND DISTRICT


Subject: I-405 Improvement Project

**DO NOT MOVE THE ALMOND AVENUE  
SAFETY/SOUNDWALL!!!!!!!!!!**

The freeway closer to CPE will:

- (1). INCREASE NOISE.
- (2). INCREASE AIR POLLUTION -- HARMING THOSE WITH ASTHMA AND COPD.
- (3). MOVE THE UNDERGROUND UTILITIES CLOSER TO THE HOMES NEAR ALMOND AVENUE -- POTENTIAL HAZZARD.
- (4). ADDING TWO(2) LANES TO THE NORTHBOUND I-405 WILL CAUSE A MASSIVE TRAFFIC JAM INTO LA COUNTY BECAUSE LA COUNTY HAS NO PLANS OF ADDING MORE LANES IN THE FUTURE.
- (5). ADDITIONAL NOISE AND AIR POLLUTION CAUSED BY THE "PARKING LOT" BETWEEN THE 22 AND THE 605.
- (6). TOLL EXPRESS LANES HAVE NOT BEEN SUCCESSFUL BECAUSE THEY ARE TOO EXPENSIVE.

**DO NOT MOVE THE ALMOND AVENUE  
SAFETY/SOUNDWALL!!!!!!!!!!**

  
Edward M. Foster -- Property owner and VOTER  
3560 Daffodil Cr. (College Park East)  
Seal Beach, Ca. 90740

RECEIVED

JUL 16 2012

OCTA  
CLERK OF THE BOARD

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PC-F34

From: Glenn Frank [glennfrank@earthlink.net]  
Sent: Wednesday, July 11, 2012 7:04 AM  
To: Parsons, 405.dedcomments  
Subject: NO on the TOLL lane for the 405

I would like to express my position AGAINST having toll lane(s) added to the 405 freeway widening project.  
add lanes open to all!

Glenn Frank  
Garden Grove, CA

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PC-F35

From: Charlene Franke [cmjfranke@sboglobal.net]  
Sent: Friday, June 15, 2012 10:33 AM  
To: Parsons, 405.dedcomments  
Subject: 405 Project

I am strongly against alternative 3. It would only benefit people that can afford up to 1\$/mile to travel on it.  
The people that suffer the noise and detours of construction are the very people that benefit the least. Very poor access to the Toll and HOV lanes would make them useless to most in the 73/605 corridor.

It seems like Caltrans has tasted the \$\$\$ from the existing toll roads and is now addicted to it. We voted for the 1/2 cent sales tax to build freeways and roads, not toll lanes that benefit the rich. Instead Caltrans and now OCTA insist on jamming them down our throats.

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## PC-F36

**From:** Richard Franke [rofranke@sboglobal.net]  
**Sent:** Friday, June 22, 2012 1:32 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Project

I have attended two 405 Project public hearings and get the impression that Caltrans and OCTA have already made up their minds in favor of alternative three and are just going through the motions of letting the public let off steam.

The meetings talk about traffic in 2040, keeping that in mind lets think about what our roads will look like using the current alt. 3 thinking. Caltrans is hooked on toll revenues and will expand the same concept to other previously free freeways. Are you prepared to pay \$100 each way to get to Santa Barbara or Bakersfield on top of the vehicle operation expense if you want to travel faster than a crawl during commute times? What happened to the concept that HOV will encourage people to carpool? HOT rewards single vehicle drivers with fat wallets. The fact remains that general purpose lanes will move more cars than special lanes and they are available to all taxpayers at all times without paying double.

OCTA has the clout to stop alt. 3 on the 405 and send a message to Caltrans...please do so.

Richard and Charlene Franke

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2

## PC-F38

Smita Deshpande, Branch Chief,  
 Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"  
 2201 Dupont Drive, Suite 200  
 Irvine, CA, 92612

**Subject:** State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

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## PC-F37

**From:** Richard Franke [rofranke@sboglobal.net]  
**Sent:** Tuesday, June 05, 2012 4:25 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 Project

We attended the public hearing in Costa Mesa last evening and were repulsed at what we were hearing. Alternative 2 and 3 do not benefit people in the corridor where the work is being done. It only benefits the people on either end.

We (Taxpayers) voted to improve our highways to the tune of 1/2 % sales tax which would pay for alternative one. That would be paid for by that initiative. It is the only one that makes sense. CA is broke, CM is broke, Orange County is going downhill! Putting this on a personal basis, would you add another lane to your driveway when your bills far outweigh your assets because it may be needed in 2040?

Richard and Charlene Franke  
 3126 Sharon Lane, Costa Mesa, CA 92626

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Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

*Pam Frankel* (Pamela Frankel)  
 (Name)

*2166 Myran Dr.* *C.M., Ca 92627*  
 (Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

**PC-F39**

**From:** Olga G Franklin [olbbkka@gmail.com]  
**Sent:** Monday, June 04, 2012 8:55 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comments on the 405 "Improvement" after the June 4th Public hearing

**From:**

Olga G Franklin  
1686 Madagascar St  
Costa Mesa CA 92626  
714-726-3719  
Costa Mesa Resident

Those of us who live close to the freeway already don't have the best air quality – known fact. How is adding the two elevated lanes of traffic in Costa Mesa going to improve air quality for adults and for kids? Kids who live here, kids who go to school here. Teenagers who grow up and hang out in the parks here in Costa Mesa. Employees who come and work in Costa Mesa and spend their breaks and lunches outside, breathing that same air? What are you going to do to ensure that air quality and living standard remains the same in Costa Mesa as you consider option 3? Option 3 does not sound so good.

We Costa Meseans, just like the rest of the population pay our taxes. Among other things, these taxes go to pay for our roads: to maintain them and to build them. Which means Costa Meseans are already paying to have a carpool lane they can access at the 405 freeway in their city. Now you say we have to go to Fountain Valley in order to use the carpool lane, but wait...there is more – now you are going to charge us based on number of passengers in the vehicle (with some dubious quality control and enforcement of tracking that information anyway) in order to use this so called car pool lane. So please answer me, why do people of Costa Mesa, myself, my husband, my neighbors and friends have to pay more where as now, we don't have to? Option 3 is not making sense to me here.

It is really well and good to say that we'll sacrifice this piece of land and impact homes of one city in order to provide easier, if you want to pay as you go, road access for more people. It is even easier said when you are making decisions that involve high level comparisons, and million dollar projections involving revenues. I get it – very exciting, more projects can be funded. You can keep building and building and building. Oh, wait – there is also future revenue that can be increased, if so desired, by upping the toll amounts on this new high speed freeway over freeway. Its' probably even better swallowed and approved when your own backyard, kitchen, swing set, bathroom and health of loved ones are not involved. So we love our cars, and GM and Ford and the rest of the companies are making oodles of money, oh and so do the oil folks, who are collecting their steady stream via the pump. Now is the time to change that and start making hard decisions. Unpleasant ones in some ways, but ones that pay back long term. Sure public transportation has its inconveniences and annoyances, our personal bubble gets burst. But really. It is time to look at solutions, with capital S. Not Band-Aids and stitches that hold things over. You are going to destroy a bridge that cost \$7 mln to build at Fairview, so you can build a bigger bridge. We have this money throw away? At these times? When budgets in the state and in the city aren't coming together? Option 3 is still not making sense here.

Consider a long term public transportation solution. This means no project with option 1, 2 or 3. This means going back to the drawing board, and truly becoming a Transportation Authority and looking at what is best for the people, the people, People, with the capital P, in the long run. Getting more people from point A to point B would be throughput. Giving more vehicles opportunity to drive the road by adding lanes is not the solution. Will you look at public transport as the solution in the 405 corridor instead?

Olga Franklin

**PC-F40**



**I-405 Improvement Project  
Public Hearing  
Comment Sheet**

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Name (First and Last): <b>MARCO FRANCO</b>	
Organization: <b>IRONWORKERS LOCAL #416</b>	
Address(Optional):	
Phone Number:	Email address:

Comments: I THINK THE PROPOSED PROJECT EXPANSION WILL BE A GREAT BENEFIT FOR ALL  
COMMUTERS ON THE 405 FWY; TRAVEL TIME WILL BE MINIMIZED ALLOWING COMMUTERS  
TO GET HOME EARLIER AND SPEND QUALITY TIME W/ FAMILY

(Space for comments continued on reverse)



## PC-F41

7/17/12 Richard T. Freeman  
3540 Goldenrod Circle  
Seal Beach, Ca. 90740

**SUBJECT: 405 DEIR/DEIS Comment Period**

**Ms. Smita Deshpande, Branch Chief  
CalTrans District 12  
2201 Dupont Dr. Suite 200  
Irvine, Ca. 9262**

**Dear Ms. Deshpande:**

**I am writing this letter because of my concern for the proposed 405 Fwy Project. I have many fears about the proposal and the what I will call the lack of concern to for the Community by proposal implementors.**

**MY CONCERNS**

• Movement of approximately 2,000 linear feet of the Almond Avenue sound wall, 8-10 feet (plus an additional 4 feet for landscaping) to the north will cause:

- Loss of parking along Almond Avenue -- where do cul-de-sac residents park on street sweeping day?
- Almond will become a substandard street; a narrower roadway will increase safety hazards to pedestrians and bicyclists.
- Possible relocation of a 14" and a separate 16" gas/petroleum lines from the south side of the freeway to the north side of the freeway, through CPE. Construction vehicles may need to access, and construction activities may be staged along Almond Avenue. How will this impact the residents and their ability to get to their homes?

? Because gas/petroleum line relocation activities may be exempt from environmental review, only minimal discussion of that action is presented in the DEIR/S.

? Overhead electrical lines could be relocated to the north side of Almond Avenue due to the high cost of undergrounding said electric lines (all utilities are undergrounded in CPE).

## PC-F41 Continued

- During construction, there may be times when no soundwall exists.
- Decrease in property values that will have a rippling negative impact throughout the community -- the closer to the freeway the "for sale" sign, the longer the home stays on the market.

• LA County has no plans to add additional lanes at the county line (at least not for 10-15 years, if ever). Stopping the additional lanes at the county line will cause:

- Increased traffic gridlock as cars try to merge down one to two lanes at the county line -- how far south/west will the backup extend along both the 22 and 405 fwys?
- Due to prevailing on-shore winds, there will be an increase noise & pollution from idling northbound vehicles trying to merge down to go up the 405. Air quality impacts for this area are not discussed in the EIR. Why not?

? Residents of the College Park East neighborhood will likely experience greater health risks attributable to increased vehicle emissions.

- EIR did not study this scenario.

• Getting on the northbound 405 at SB Blvd

- Has already become more dangerous as the first two lanes exit at Seventh Street and the next two lanes become the start of the 605 fwy; cars entering the northbound 405 fwy at SB Blvd will have to cut over 4 lanes to get into a lane that will go north on the 405.

• Excess traffic

- Will spill onto Lampson Ave, which is already being used as a bypass for the 405.
- Will spill onto Seal Beach Blvd, attempting to circumvent the gridlock at the Seal Beach Blvd. fwy entrances

• Toll express lanes

- Will only serve the people who can afford to use them and require car pools to be at least three people per vehicle which will cause more

PC-F41 Continued

use of the general purpose lanes. **This alone defeats the whole purpose of this "improvement" project.**

- Will bypass local exits for local shopping areas causing a loss of business and sales tax revenue
- Rates will change hourly depending on amount of use of the toll lanes as a means of traffic management (less use, decrease rates; too crowded, increase rates).
- Toll lanes would rely on and perpetuate congestion. The rates would be set so that the toll lanes flow free.
- The majority of the commuters would ride in the free lanes. This creates a social inequity.

MY QUESTIONS

1- Why not use a 4 foot inside shoulder on the north side of the freeway as this would not require moving the freeway wall? It appears that shoulder width standards have been modified many times on freeway projects when CalTrans decides it's in their best interests. What about considering the best interests of the community rather than just a CalTrans standard which appears to have modified many times when it seemed convenient to CalTrans?

2-It does not appear that CalTrans has given due consideration to the traffic congestion that will occur if a much widened 405 hits the L. A. Co. line. It is quite probable during peak hours that northbound vehicles will back up, making northbound entry to the 405 fwy at Seal Beach Blvd. impossible. Why not go with the added one lane in each direction or second best stop additional northbound lanes at Valley View Avenue, which would give the vehicles a chance to more systematically merge before hitting the L.A. Co. line?

3-Above the MY QUESTIONS section I have listed a number of MY CONCERNS, I am specifically requesting that you comment on each of those CONCERNS listed!

12

13

14

15

PC-F41 Continued

In closing, I am strongly recommending that you go with the one added lane in each direction proposal. This plan would add freeway lanes as intended in PROPOSITION M and yet would not make make such an untenable impact on the community.

Sincerely,



Richard T. Freeman

15  
Cont.

## PC-F42

**From:** Steve F [beancounter-1@hotmail.com]  
**Sent:** Sunday, June 24, 2012 12:29 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 OCTA Project

TO: Smita Deshpande, Branch Chief - Caltrans District 12  
 "Attn: 405 DEIR / DEIS Comment Period"  
 2201 Dupont Drive  
 Suite 200, Irvine, CA 92612

We live in the Halecrest near Fairview and the 405 Freeway.

**I and my entire family oppose Alternative 3.**

We are against tearing down and rebuilding the 405-Fairview bridge that was just built several years ago.

And quite frankly we do not believe Toll roads are beneficial to our community.

In Costa Mesa, the entire community of residents and the city government oppose this project.

Thank you.

Steve French  
 3058 Murray Lane  
 Costa Mesa, CA 92626

## PC-F43

**From:** Rosemary Frenkiel [rosemaryfrenkiel@gmail.com]  
**Sent:** Thursday, June 21, 2012 2:15 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Seal Beach Wall

To Whom it May Concern:

Please leave the sound wall that abuts Almond street in College Park East alone. To make Almond narrower will lead to more accidents involving cars and bicyclists and/or pedestrians. I don't understand why you cannot take the land from the West side of the 405 Fwy. It is just lying there now that the silos are no longer in use, this would be the ideal use of that land. Since the 605 on ramp is not being expanded it will only lead to a bottle neck situation. There is also recent evidence that pollution from freeways can lead to health issues for both the unborn and children. I don't understand why OCTA wants to do this. I have lived in College Park East for 25 years and I can tell you that the noise from the freeway is horrendous during rush hour, to bring it closer to our homes is beyond comprehension. What purpose would it fill? Besides creating a bottle neck situation, what benefit is so important to outweigh the health of several thousand people. Please reconsider before making this decision.

## PC-F44

**From:** sportsmomcl2002@aol.com  
**Sent:** Monday, June 18, 2012 9:17 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Leave Our Wall Alone

Please find to follow my reasons that the freeway wall should not be moved. First of all, I would like to recommend those making the decisions to come live periodically or tour in our neighborhood to see how the freeway has already affected our lives. I have to admit that when we first purchased that I was ignorant about the impact of the freeway wall. I fell in love with the community. It was safe, quiet and affordable. Now I have lived in CPE for 13 years and have become annoyed and concerned about the freeway wall and its nuances, but unfortunately due to the turn of events with real estate in CA, I cannot afford to move and even more so now that the wall will be moved. The decision to move the wall will greatly affect the value of my home. Is that really fair? I can almost guarantee if those making the decision lived where we lived, they would vote to turn down moving the freeway wall, because they would not want to be in our situation.

If you visit our homes, you will see the soot from the exhaust of cars on the freeway. Our cars, homes, windows, anything outside requires constant cleaning because of the build of soot. The exhaust also comes into our home through the screens. I had white carpet that had to be removed because you could see the soot build up in the corners. It was horrible looking. I have to vacuum everyday the dust and pollutants that invade our home through screens and doors. But more importantly is what we don't see, it is the exhaust that we breathe in constantly. After living in California, when I first moved from New Mexico, an article I read indicated that if you live in southern California, because of all the traffic and pollution, those living here will have 1/4 less lung capacity than those who didn't live in California and probably worse if you live right on top of the freeway. If this gets into our homes, imagine what escapes into our bodies and what we breathe in day in and day out. I am concerned for my families health. I know that additional traffic will add to the deterioration of our health. Is this really fair?

When you live near the freeway, you hear all the traffic noise, from loud motorcycles, down shifting of semi's, and warnings of emergency vehicles. You get the helicopters that fly over when there is traffic jams, which is every day and especially bother some at night when you try to put your children to bed. I can guarantee there is at least one accident every day at 405 and Seal Beach Blvd. We can't close our windows, because most homes do not come with air conditioning or air purifiers.

Why can't OCTA come up with solutions for encouraging less driving, with incentives for not driving. What about changing or increasing the age of driving, so less people on the road. Limit the types of vehicles to electric, propane and other clean sources. What mass transit running parallel with the beach? I could probably think of a million ideas that would be better for our environment than moving the freeway 10 feet closer to a neighborhood of families.

Greatly appreciate your concern and cooperation. Please take the time to seriously consider what I have written. OCTA please put yourself in our shoes to truly understand what we experience.

Thank You for your consideration.

Theresa Fresenius

**PC-F45**

**From:** Jeannette Friedland [mailto:jfriedland@yahoo.com]  
**Sent:** Wednesday, June 06, 2012 11:08 AM  
**To:** Christina Byrne  
**Subject:** No on Alternative 3

Christina,

My husband and I are long time residents of Costa Mesa and we strongly oppose the OCTA's plans to widen the 405 freeway. This is bad for Costa Mesa and its residents. It is an unwarranted expansion with NO benefit to the residents here.

Jeannette Friedland  
Resident of 13 years

**PC-F46**

**From:** dennis friedrich [djfriedrich1@yahoo.com]  
**Sent:** Tuesday, July 17, 2012 9:02 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405

I want to take this opportunity to voice my strong objection to Alternative 3 for the widening of the I-405. I have listened to the presentations, both private and public, and see zero benefit to the City of Costa Mesa. Frankly, as a long-time resident of Mesa North, I feel certain that not only will Alternative 3 lower our property values, but it will also bring added noise and pollution to our neighborhood. We already have dirt on our rooftops and in our yards from the freeway as it stands now – bringing it that much closer will increase that tenfold. There is no possible way that the OCTA or CalTrans could possibly mitigate the damages that Alternative 3 and the trickle-down side-effects its implementation would cause our neighborhoods.

Alternative 2 will bring many of the same benefits, without causing long term and likely irreparable damage to several neighborhoods to do it.

Costa Mesa has already widened its part of the freeway, rebuilt the Fairview bridge, and even accepted the 73 freeway. Seriously, enough is enough. With all due respect, as a 28 year Costa Mesa resident, I urge the OCTA to recommend Alternative 2 to CalTrans. It's the smart thing to do.

Sincerely,

Dennis Friedrich

**PC-F47**

**From:** Janet Friedrich [j.friedrich@att.net]  
**Sent:** Monday, July 16, 2012 8:39 PM  
**To:** Parsons, 405.dedcomments  
**Cc:** j.friedrich@att.net  
**Subject:** I-405 Widening Project Comment

1 I want to take this opportunity to voice my strong objection to Alternative 3 for the widening of the I-405. I have listened to the presentations, both private and public, and see zero benefit to the City of Costa Mesa. Frankly, as a long-time resident of Mesa North, I feel certain that not only will Alternative 3 lower our property values, but it will also bring added noise and pollution to our neighborhood. We already have dirt on our rooftops and in our yards from the freeway as it stands now – bringing it that much closer will increase that tenfold. There is no possible way that the OCTA or CalTrans could possibly mitigate the damages that Alternative 3 and the trickle-down side-effects its implementation would cause our neighborhoods.

Alternative 2 will bring many of the same benefits, without causing long term and likely irreparable damage to several neighborhoods to do it.

Costa Mesa has already widened its part of the freeway, rebuilt the Fairview bridge, and even accepted the 73 freeway. Seriously, enough is enough. With all due respect, as a 28 year Costa Mesa resident, I urge the OCTA to recommend Alternative 2 to CalTrans. It's the right thing to do.

Sincerely,

Janet Friedrich  
3009 Harding Way  
Costa Mesa, CA 92626

**PC-F48**

**From:** Gil [mailto:gilf9@aol.com]  
**Sent:** Thursday, June 07, 2012 10:29 AM  
**To:** Christina Byrne  
**Subject:** 405 & Costa Mesa

2 I have lived in Costa Mesa for 47 years. Some changes are good. Some changes are bad. Some are neutral.

Alternative #3 is definitely bad. The 405 is already amazingly wide as it passes Fairview. The Fairview bridge was recently under construction only to be torn down under Alternative 3. What horrible planning! I can see nothing positive coming from Alternative 3. Numbers 1 and 2 appear reasonable.

Gilbert Friese  
1132 El Camino Drive  
Costa Mesa

## PC-F49

4541 Birchwood Avenue  
Seal Beach, CA 90740

July 14, 2012

Attn: 405 DEIR/EIS Comment Period

Ms. Smita Deshpande  
Branch Chief  
CalTrans District 12  
2201 DuPont Drive, Suite 200  
Irvine, CA 92612

Dear Ms. Deshpande:

We have lived in College Park East in Seal Beach since 1968 and raised our children here. We were here when we fought to have the sound wall built to protect us from the freeway noise and pollution. We now find that CalTrans and OCTA, is looking to expand the freeway and tear down the existing wall in our neighborhood. We are being promised that it will be replaced with like wall but we believe this is a hollow promise. The existing wall is made of solid concrete and is 18 feet high and the ones being put up now are large hollow concrete blocks. There will also be some unknown period where there is no wall while they rebuild.

1

We do not want the freeway moving closer to our homes and taking away parking along Almond Avenue and two gas lines will have to be moved in College Park. The increased noise, pollution and the related health concerns due to air quality weighs very heavily on our minds. There will still be a bottleneck at the 605 because LA County is not expanding the 405 on their side of the county line.

The funds for this project is coming from Measure M2 which the voters approved in 2006. There is no mention of "tolls", "express lanes", "hot lanes" or "transponders" in Measure M2 but a toll road is one of the alternatives being proposed. The toll road would not alleviate traffic as it would be used only by people who can afford to use them and require car pools to have at least three people per vehicle. This will cause more use of the general purpose lanes which, in turn, will cause more congestion.

2

Furthermore, the cities of Westminster, Fountain Valley and Costa Mesa are also against the toll road as it will bypass local exits for local shopping areas causing a loss of sales tax revenue.

3

The following are the Alternatives 1 - 4:

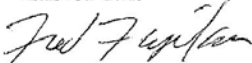
Alternative 1: Adds one General Purpose lane in each direction.  
Alternative 2: Adds two General Purpose lanes in each direction.  
Alternative 3: Adds one General Purpose and one Express Lane.  
Alternative 4: No Project.

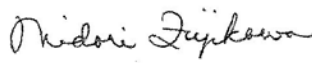
4

We are, therefore, in favor of Alternatives 1 and 4. The other alternatives are too disruptive to the homes and businesses around it. Won't you please take the time to consider the least disruptive alternative so that we can live in harmony?

We respectfully ask that you please consider our proposal. Thank you for your consideration.

Yours very truly,

  
Fred K. Fujioka

  
Midori Fujioka



## **RESPONSE TO PUBLIC COMMENTS (PC)-F**

### **Response to Comment Letter PC-F1**

#### **Comment PC-F1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

### **Response to Comment Letter PC-F2**

#### **Comment PC-F2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

As described in Section 3.1.6 of the Draft EIR/EIS, the I-405 corridor can be traveled in 13 to 25 minutes in the northbound direction and 17 to 37 minutes in the southbound direction during the peak hours. The existing travel times are consistent with your observations; however, in 2040, corridor travel times are forecasted to increase to 101 to 133 minutes in the northbound direction and 95 to 163 minutes in the southbound direction under the No Build Alternative during the peak hours. The proposed project is necessary to accommodate future demand and reduce congestion.

### **Response to Comment Letter PC-F3**

#### **Comment PC-F3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F4****Comment PC-F4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F5****Comment PC-F5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The construction going on now is part of the SR-22 WCC Project and includes HOV connectors at SR-22/I-405 and I-405/I-605. Seal Beach Boulevard Bridge will only be constructed once, under the SR-22 WCC Project. None of the bridges constructed/improved as part of the SR-22 WCC Project (i.e., Valley View Street and Seal Beach Boulevard) will have to be reconstructed/improved as part of the I-405 Improvement Project. Safety is a top priority for Caltrans, and the proposed Seal Beach Boulevard design is a safe design consistent with Caltrans design standards. Based on preliminary engineering, no full acquisitions of residential properties are anticipated (see Section 3.1.4.2 of the Final EIR/EIS). There will be no loss of shoulder area for long stretches to the right or left of I-405; however, there will be localized reductions where sign supports are existing along the median of I-405 and at bridge columns.

**Response to Comment Letter PC-F6****Comment PC-F6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment PC-F6-2**

As discussed in Section 3.2.7, construction activities conducted during daytime hours would have a lesser impact on residential land uses than nighttime construction; however, nighttime construction is expected to be necessary to avoid unacceptable disruptions to traffic during

daytime hours. With implementation of Measures NOI-2 and NOI-4, temporary construction noise impacts would be minimized.

As discussed in Section 3.2.6, with implementation of Measures AQ-1 through AQ-14, temporary construction air quality impacts, including dust, would be minimized. It should be noted that all construction projects in the SCAQMD require compliance with Rule 403. You can report any potential air quality issues, including excessive project-related dust, to the SCAQMD at 1-800-CUT-SMOG.

**Comment PC-F6-3**

Only Alternative 3 includes the tolled Express Lane Facility. The tolled Express Lane Facility would be operated by OCTA, similar to the 91 Express Lanes in Orange County. The SR-73 toll road is operated by the San Joaquin Hills Transportation Corridor Agency. The toll roads will be operated independently but will provide seamless interoperability, similar to if a driver took the toll road system from SR-73 to SR-133 to SR-241, and eventually will be able to continue to the 91 Express Lanes with the future SR-241 connector.

**Response to Comment Letter PC-F7**

**Comment PC-F7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

**Response to Comment Letter PC-F8**

**Comment PC-F8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1.

**Response to Comment Letter PC-F9**

**Comment PC-F9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Response to Comment Letter PC-F10**

#### **Comment PC-F10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-F11**

#### **Comment PC-F11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-F12**

#### **Comment PC-F12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project, subject of the EIR/EIS, and WCC Project are separate projects. OCTA and Caltrans work very hard to coordinate with the local community to minimize project impacts to the extent possible. OCTA has a robust community outreach program during construction and strives to keep the neighboring community informed every step of the way through e-mail blasts, flyers, and public meetings. The improvements to the SR-22/I-405/I-605 interchange as part of the WCC Project compliment improvements proposed under the I-405 Improvement Project. Structures constructed under the WCC Project (Seal Beach Boulevard Bridge, Valley View Street Bridge, and the 7<sup>th</sup> Street off-ramp) will not be reconstructed during the I-405 Improvement Project. The design of both projects has been carefully coordinated to avoid throw-away costs.

### **Response to Comment Letter PC-F13**

#### **Comment PC-F13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The pile driving you reference is associated with the structure replacements at Seal Beach Boulevard, Valley View Street, and SR-22/I-405 HOV connector as part of the WCC Project. These structures would not be replaced as part of the I-405 Improvement Project. Some pile driving may be required for soundwalls or retaining walls, but the magnitude and duration would be substantially less than what you experienced during the WCC Project. See also Response to Comment PC-F5-1.

### **Response to Comment Letter PC-F14**

#### **Comment PC-F14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The purpose of the tolled Express Lane Facility is to maximize throughput while minimizing ROW acquisition. Alternatives to obtain similar levels of throughput without the tolled Express Lane Facility would require a greater ROW footprint, likely resulting in full acquisition of residential properties.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, and Opposition to Tolling.

### **Response to Comment Letter PC-F15**

#### **Comment PC-F15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternatives 1 and 2 would add one or two GP lanes, respectively. None of the alternatives would add an additional carpool lane; Alternative 3 would add an Express Lane, and the HOV and Express Lane would be managed jointly as a tolled Express Lane Facility.

See Response to Comment PC-F14-1 and Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, Opposition to Tolling, and Measure M Funding.

### **Response to Comment Letter PC-F16**

#### **Comment PC-F16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

#### **Comment PC-F16-2**

Please see Response to Comment PC-F16-1. As discussed in Section 3.1.6 of the Final EIR/EIS, northbound and southbound traffic demand will increase with or without the tolled Express Lanes. The Preferred Alternative will take trips out of the GP lanes and would not lead to increased congestion.

#### **Comment PC-F16-3**

Alternative 1 is fully funded from Measure M2. Alternative 3 is fully funded from a combination of Measure M and bonds against anticipated toll revenue. At this time, Alternative 2 is currently the only alternative that is not considered fully funded. If Alternative 2 is selected as the Preferred Alternative, Caltrans/OCTA will seek additional federal, State, and local funding sources to make up the shortfall. The project is considered a Major Project by FHWA, and a Draft Financial Plan must be submitted to FHWA prior to approval of the Final EIR/EIS. The Draft Financial Plan must identify full funding for the project. Please see Common Response – Measure M Funding.

#### **Comment PC-F16-4**

Under all of the build alternatives, the elimination of the existing left-turn pocket onto southbound I-405 from westbound Westminster Boulevard and lengthening the dual left-turn pocket at the Westminster Boulevard/Springdale Street intersection is necessary for the intersection to operate at an acceptable LOS.

**Comment PC-F16-5**

Signals on Beach Boulevard are currently synchronized and will be adjusted subsequent to construction consistent with Caltrans policy regarding signals at ramp intersections. Signal timing will be closely evaluated during the design phase of the project.

**Response to Comment Letter PC-F17**

**Comment PC-F17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 1 would avoid the Almond Avenue soundwall, and Alternatives 2 and 3 would require relocation of the wall up to 10 and 3 ft to the north, respectively. Alternatives 2 and 3 would likely include parking restrictions along Almond Avenue to maintain the City street standards for two-way travel. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Preferred Alternative Identifications and Almond Avenue Soundwall.

**Comment PC-F17-2**

The purpose and need for the project are discussed in Chapter 1 of the EIR/EIS. It is impossible to predict whether the project would result in a decrease in accidents within the project area.

Please see Responses to Comments PC-F17-1 and PC-F9-1 and Common Responses – Air Quality, Health Risks, and Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-F17-3**

There is no information within the Final EIR/EIS that suggests that construction of Alternatives 1, 2, or 3 would result in either an increase or decrease in property values. The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

**Comment PC-F17-4**

Please see Response to Comment PC-F17-1.

**Response to Comment Letter PC-F18****Comment PC-F18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

No transponder is required if either Alternative 1 or 2 is selected as the Preferred Alternative. Under Alternative 3, any transponder currently being used on any Toll Facility in California would work on the proposed tolled Express Lanes. Only those users that would like to take advantage of being a 3+ HOV to obtain free/discounted use of the proposed toll lanes would need to obtain a new transponder; however, it should be noted that the Toll Express Lane Operating Policies discussed in Section 2.2.2 of the Final EIR/EIS have not been finalized.

**Response to Comment Letter PC-F19****Comment PC-F19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Under Alternative 3, the SR-22/I-405 direct connector would be incorporated into the tolled Express Lane Facility. The SR-22 HOV lane will terminate, providing a transition area to allow those who choose to use the tolled Express Lane Facility to enter and others to exit into the SR-22 GP lanes. Access to the tolled Express Lane Facility from SR-22 will be via the SR-22/I-405 HOV connector currently under construction as part of the WCC Project.

**Comment PC-F19-2**

The lighting in the median referenced was built as part of the “Safety Lighting Project,” which mitigates for the wide freeway and the amount of weaving within the HOV area. The WCC Project will replace these same lights as part of the centerline shift. During construction of the new alignment in the median, the lights have been temporarily removed. Please consult OCTA on additional concerns regarding the current construction project.

**Comment PC-F19-3**

All transponders used in California will work on the proposed tolled Express Lanes. Please see Response to Comment PC-F18-1.



**Comment PC-F19-4**

Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-F20**

**Comment PC-F20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Literature and case studies show that all income classes utilize toll facilities based on need for trip reliability and reduced travel times.

**Comment PC-F20-2**

Other commenters also had concern with the travel time data presented in the Draft EIR/EIS. Please see Common Response – Substantiation of Reported Corridor Travel Times for Build Alternatives.

**Comment PC-F20-3**

A stated preference survey was not completed as part of the Traffic and Revenue Study for the project. Stated preference studies are not reliable indicators of actual use or willingness to pay. Anticipated use of the tolled Express Lane Facility was based on modeling of willingness to pay in other similarly congested corridors where toll facilities are currently in use, such as SR-91. At this time, there are no plans to complete a stated preference survey.

**Comment PC-F20-4**

The proposed Express Lanes would be operated 24 hours per day as a toll facility. During off-peak hours, the time savings associated with the Express Lanes is substantially reduced.

**Response to Comment Letter PC-F21**

**Comment PC-F21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Transponders will be interoperable as required by California law; in short, transponders issued by any agency in California will work on the I-405 Express Lanes in Alternative 3; however, Express Lane users with transponders that do not have a self-declaration occupancy switch (by

which a motorist declares the number of occupants in the vehicle) will be charged the toll for a single-occupant vehicle.

Enforcement of the occupancy requirement for a free or reduced toll in the Express Lanes of Alternative 3 will be essential to the successful operation of the roadway to achieve the revenue results necessary to pay for the additional lane provided by the Express Lanes and to operate the facility. The Express Lanes include the existing HOV lane and will therefore be required by federal law to provide preferential toll treatment of HOVs meeting the occupancy requirement.

See Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-F22**

#### **Comment PC-F22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Each one of the issues identified in the summary has been addressed in the following responses. Please see Responses to Comments PC-F22-2 through PC-F22-8 below.

#### **Comment PC-F22-2**

Your suggestion will be considered where feasible. OCTA/Caltrans will be developing an I-405 Aesthetic and Landscape Master Plan. The plan will be developed as part of the final design process and will address vegetation covering of walls.

#### **Comment PC-F22-3**

Where there are soundwalls on both sides of I-405, there would not be a reflected noise issue because these soundwalls are at least 400 ft apart from each other. The center divider for HOV lanes is much shorter than soundwalls; therefore, it would not create two parallel walls. That is why no absorptive materials are used on the center dividers.

#### **Comment PC-F22-4**

The acoustic benefits from ivy and other vegetation would be limited, but they could be effective in diffusing the higher frequencies associated with traffic noise.

Please see EIR/EIS Measure VIS-18, provided below:

VIS-18: Provide vine planting on soundwalls and retaining walls where feasible and appropriate. Per Highway Design Manual, Index 902.3(5), vine planting should be

included with all sound barrier projects to reduce the potential for graffiti and to soften the appearance of the wall.

**Comment PC-F22-5**

According to FHWA, the rule of thumb is that a barrier should be long enough such that the distance between a receiver and a barrier end is at least four times the perpendicular distance from the end receiver to the barrier along a line drawn between the receiver and the roadway; however, a detailed noise model was developed as part of the traffic noise impact analysis that indicated the necessary heights and lengths of soundwalls that would provide the required noise reduction to the end receivers.

FHWA further states that the general rule of thumb is that the ratio between overlap distance and gap width should be at least 4:1 to ensure negligible degradation of barrier performance; however, the ratio must be considered for each case using a detailed traffic noise impact analysis using the traffic noise model. Roadway elevation and configuration, as well as other topographic features of the surrounding area, can affect overlap distances.

**Comment PC-F22-6**

It is possible that soundwalls could cause debris to be reflected, but this is not an issue for I-405. Numerous noise measurements conducted before and after installation of soundwalls has shown substantial traffic noise reduction at residences close to freeways. A combination of trees and woody shrubs could reduce traffic noise levels, but they need to be at least 100 ft wide. In urban areas, it is not practical to devote a 100-ft buffer next to the freeways for planting trees and woody shrubs; therefore, soundwalls are used for traffic noise abatement. Detailed computer modeling is used to optimize soundwall length and height. Although trees, shrubs, and grassy areas themselves are not as effective as soundwalls in reducing noise levels, there are psychoacoustic benefits to including them in concert with soundwalls.

**Comment PC-F22-7**

Questions and concerns regarding the words and definitions of terms of FHWA publications should be addressed directly to FHWA. FHWA and several other state transportation departments are currently conducting studies to find pavement grinding patterns that would reduce some of the harsh tonality of tire noise and associated reflections of the other sources of traffic noise such as engine and exhaust noise.

**Comment PC-F22-8**

Traffic noise impacts are typically determined at receivers that are placed 5 ft above the ground elevation, unless dictated by unusual circumstances, special studies, or other requirements.

Exceptions would include placing a receiver 5 ft above a wooden deck of a house situated on a steep slope, instead of 5 ft above the ground. Similar situations might be encountered where residential living areas are built above garages, where second-story levels would be more logical receiver locations. Traffic noise impacts are evaluated at second-story elevations or at higher elevations in the case of multi-story buildings when there are exterior areas of frequent human use at the higher elevations that could benefit from noise reduction. Examples include large patios or balconies that are the primary outdoor use area in an apartment complex. Clearly, it will not be feasible or reasonable to construct a wall that protects a receiver location several stories above a freeway. Almost all of the two-story single-family houses along the study area do not have balconies or other frequent outdoor use areas at the second level. Therefore, traffic noise impacts are evaluated only at the ground level of these houses.

### **Response to Comment Letter PC-F23**

#### **Comment PC-F23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-F19-1 and PC-F19-2.

#### **Comment PC-F23-2**

Please see Responses to Comments PC-F19-1 through PC-F19-4.

#### **Comment PC-F23-3**

Please see Response to Comment PC-F21-1.

#### **Comment PC-F23-4**

Please see Responses to Comments PC-F22-1 through PC-F22-7.

#### **Comment PC-F23-5**

Please see Response to Comment PC-F22-5.

#### **Comment PC-F23-6**

Please see Response to Comment PC-F22-8.

#### **Comment PC-F23-7**

Please see Common Response – Preferred Alternative Identification.

## **Response to Comment Letter PC-F24**

### **Comment PC-F24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 2 would add two GP lanes in each direction; however, two HOV lanes would be underutilized and would eliminate the benefit of reduced congestion in the GP lanes. Under both Alternatives 1 and 2, the HOV lane would be restriped for continuous access. All of the build alternatives have common design features, as described in Chapter 2, Section 2.2.1, Common Design Features of the Build Alternatives, of the Draft EIR/EIS. It is not possible to not use any part of Alternative 3. If Alternative 1 or 2 is selected as the Preferred Alternative, there would be no tolled Express Lane Facility.

Please see Common Response – Preferred Alternative Identification.

## **Response to Comment Letter PC-F25**

### **Comment PC-F25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-E9-2 and PC-E9-3.

### **Comment PC-F25-2**

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Comment PC-F25-3**

Alternative 1 is fully funded from Measure M2. Alternative 3 is fully funded from a combination of M2 and bonds against anticipated toll revenue. At this time, Alternative 2 is currently the only alternative that is not considered fully funded. If Alternative 2 is selected as the Preferred Alternative, Caltrans/OCTA will seek additional federal, State, and local funding sources to make up the shortfall. Please see Common Response – Measure M Funding.

**Response to Comment Letter PC-F26****Comment PC-F26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The following link will direct you to the EIR/EIS and other project-related resources and mapping: <http://www.octa.net/I-405/IPO.aspx>. Project layouts are provided in Appendix P of the EIR/EIS.

**Response to Comment Letter PC-F27****Comment PC-F27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-F17-1 and Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-F28****Comment PC-F28-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

**Comment PC-F28-1 Translation**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F29**

**Comment PC-F29-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F30**

**Comment PC-F30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F31**

**Comment PC-F31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F32**

**Comment PC-F32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-F33**

**Comment PC-F33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B7-1.

### **Response to Comment Letter PC-F34**

#### **Comment PC-F34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-F35**

#### **Comment PC-F35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-F36**

#### **Comment PC-F36-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

#### **Comment PC-F36-2**

All of the build alternatives would reduce congestion and improve travel times; however, during congested times, the Express Lanes in Alternative 3 will move more traffic per lane than congested GP lanes. This topic is covered in the Draft EIR/EIS in Table 3.1.6-14. HOVs meeting the occupancy requirement will be able to use the Express Lanes for a free or reduced toll, so the project will encourage carpooling. Please see Common Response – Opposition to Tolling.



### **Response to Comment Letter PC-F37**

#### **Comment PC-F37-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F36-2 and Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

### **Response to Comment Letter PC-F38**

#### **Comment PC-F38-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-B20-1 and Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes, Air Quality, Noise, and Impacts to Businesses.

### **Response to Comment Letter PC-F39**

#### **Comment PC-F39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the build alternatives would be less than the future No Build Alternative.

Caltrans/OCTA have considered a design option for Alternative 3 that would eliminate new lanes south of Euclid Street, except for extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. The direct connector between the medians of I-405 and SR-73 would not be constructed under this design option. If Alternative 3 is selected as the Preferred Alternative and the design option is implemented, no elevated lanes in the City of Costa Mesa would be constructed.

Please see Common Responses – Preferred Alternative Identification, Air Quality, Health Risks, and Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

**Comment PC-F39-2**

Limited access on the tolled Express Lane Facility is required to ensure that travel speeds are maintained. Continuous and/or more access would deteriorate operations, reducing both travel times and trip reliability. Alternative 1 would be fully funded through Measure M2. Alternative 3 would be fully funded from a combination of Measure M2 and bonds against anticipated future toll revenue. At this time, Alternative 2 is currently the only alternative that is not considered fully funded. If Alternative 2 is selected as the Preferred Alternative, Caltrans/OCTA will seek additional federal, State, and local funding sources to make up the shortfall. Measure M is funded through a ½-cent sales tax in Orange County, and no additional taxes would be required to construct any of the proposed build alternatives. Please see Common Responses – Opposition to Tolling and Measure M Funding.

**Comment PC-F39-3**

Partial acquisition of some residential properties is required under all of the build alternatives. No full acquisition of residential properties is required under any of the build alternatives. Subsequent to identification of the Preferred Alternative, all properties affected by full or partial acquisition and/or TCEs will be provided in Appendix T of the Final EIR/EIS.

Section 2.2.2, summarizes the preliminary plans and policies regarding operations of Express Lanes under Alternative 3. If Alternative 3 is selected as the Preferred Alternative, final decisions on operating policies would be made during final design and prior to opening of the project. The type of tolling to be used in the Express Lanes is likely to be either variable or dynamic. Variable tolling provides different toll amounts by hour of the day and day of the week. Variable tolling is currently used on the SR-91 Express Lanes, with toll amounts adjusted every few months based on traffic levels by hour of the day and day of the week during the previous few months. Dynamic tolling varies toll amounts minute to minute in response to the real-time volume of traffic in the Express Lanes and levels of congestion in the GP lanes. Toll amounts are adjusted to manage the volume of traffic in the Express Lanes and avoid congestion.

As discussed in Section 2.2.7, mass transit components were considered in the I-405 MIS and were determined unfeasible.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Identification of Preferred

Alternative, Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, and Opposition to Tolling.

**Comment PC-F39-4**

As discussed in Section 3.1.6, the Preferred Alternative maximizes throughput while generally staying within existing ROW. Please see also Response to Comment PC-F39-3 and Common Response – Elimination of LRT and BRT Alternatives.

**Response to Comment Letter PC-F40**

**Comment PC-F40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-F41**

**Comment PC-F41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification.

**Comment PC-F41-2**

As discussed in Section 3.1.5.2 of the Final EIR/EIS, the preferred option for the location of the gas lines is on the south side of I-405 (Option 1). The gas lines would be relocated onto the NAVWPNSTA Seal Beach. Please see Common Response – Relocation of Gas Lines.

**Comment PC-F41-3**

Relocation of the gas lines is part of the project and is not exempt from environmental review. This is analyzed in Section 3.1.5.2 of the Final EIR/EIS. Please also see Response to Comment PC-F41-2.

**Comment PC-F41-4**

Only Alternatives 2 and 3 would require moving the Almond Avenue soundwall. Where feasible and cost effective, undergrounding electric lines is preferred; however, the ultimate decision will be made by OCTA, Caltrans, Local Agency, and the utility provider during final design. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under

Alternatives 2 and 3. If either Alternative 1 or Alternative 3 with the design option is selected as the Preferred Alternative, the lines will not require relocation. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-F41-5**

Only Alternatives 2 and 3 would require relocating the soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. If Alternative 2 is selected as the Preferred Alternative, there may be times when portions of the wall are removed while it is reconstructed at its new location, up to 10 ft north of the existing location. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-F41-6**

Please see Response to Comment PC-F17-3.

**Comment PC-F41-7**

Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-F41-8**

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the build alternative would be less than the future No Build Alternative.

Please see Common Response – Air Quality.

**Comment PC-F41-9**

Please see Response to Comment PC-F41-8 and Common Response – Health Risks.

**Comment PC-F41-10**

The current conditions for entering I-405 heading north from the Seal Beach Boulevard northbound loop on-ramp is a temporary gauge and is not an advisable comparison for conditions after completion of the WCC Project and this project. The proposed configuration for the project Preferred Alternative would require one lane change from an auxiliary lane when accessing northbound I-405 from the Seal Beach Boulevard loop on-ramp. The design has improved safety conditions at this location by allowing drivers to enter an auxiliary lane that provides more time to negotiate one lane change.

**Comment PC-F41-11**

The additional lanes on I-405 under the build alternatives will encourage traffic currently diverting from I-405 to local streets to remain on I-405. Please see also Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-F41-12**

Data from SR-91 show that people from all income groups use those Express Lanes in eastern Orange County. There is no expectation that Express Lanes on I-405 would be substantially different. For a discussion of the reasons that it is necessary to change the occupancy requirement for free use of the Express Lanes, please see Common Response – Opposition to Tolling. For a discussion of potential impacts to reduce exposure of businesses in the corridor to freeway traffic, please also see Common Response – Opposition to Tolling. Toll rates will change periodically to maintain high speed in the Express Lanes and serve more traffic per lane than GP lanes during periods of congestion in the GP lanes, as shown in Table 3.1.6-14 of the Draft EIR/EIS. The successful operation of the Express Lanes does rely on congestion in the GP lanes. Given the restricted ROW in the corridor, providing sufficient GP lane capacity to serve demand is not feasible. Because the Express Lanes will serve more traffic per lane during congested periods than are served by a congested GP lane, users of the GP lanes benefit from the Express Lanes as it reduces the traffic per lane in the GP lanes.

**Comment PC-F41-13**

Please see Response to Comment PC-F17-1.

**Comment PC-F41-14**

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

With respect to dropping additional lanes at Valley View Street, please see Common Response – Almond Avenue Soundwall.

**Comment PC-F41-15**

Please see Responses to Comments PC-F41-1 through PC-F41-14 and Common Responses – Preferred Alternative Identification, Almond Avenue Soundwall, Traffic Flow at the Orange County/ Los Angeles County Line, Measure M Funding, and Opposition to Tolling.

**Response to Comment Letter PC-F42****Comment PC-F42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-F43****Comment PC-F43-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F17-1. Please also see Common Responses – Preferred Alternative Identification, Almond Avenue Soundwall, and Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

**Comment PC-F43-2**

Please see Response to Comment Letter PC-F44 and Common Responses – Traffic Flow at the Orange County/Los Angeles County Line, Air Quality, and Health Risks.

**Response to Comment Letter PC-F44****Comment PC-F44-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F17-1 and Common Response – Property Values.

**Comment PC-F44-2**

Project-related construction and operational air quality effects were analyzed in detail in the project Air Quality Technical Study. As described in Section 3.2.6, project-related emissions associated with the Preferred Alternative would be less than the future No Build Alternative.

Please see Common Responses – Air Quality and Health Risks.

**Comment PC-F44-3**

Please see Common Response – Noise/Noise Analysis.

**Comment PC-F44-4**

Neither Caltrans nor OCTA have the authority to change the driving age or restrict use of the facility to otherwise legal vehicles. Please see Response to Comment PC-F17-1 and Common Response –Almond Avenue Soundwall.

**Comment PC-F44-5**

Please see Responses to Comments PC-F44-1 through PC-F44-4.

**Response to Comment Letter PC-F45**

**Comment PC-F45-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-F46**

**Comment PC-F46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F14-1 and Common Responses – Preferred Alternative Identification, Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes, Air Quality, Health Risks, Property Values, and Noise/Noise Analysis.

**Comment PC-F46-2**

Please see Response to Comment PC-F46-1.

**Response to Comment Letter PC-F47****Comment PC-F47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F46.

**Response to Comment Letter PC-F48****Comment PC-F48-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F14-1 and Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

**Response to Comment Letter PC-F49****Comment PC-F49-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-F41-5 and Common Responses – Preferred Alternative Identification, Relocation of Gas Lines, Health Risks, and Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-F49-2**

All of the build alternatives reduce congestion and improve travel times in the GP lanes. Please see Common Responses – Measure M Funding and Opposition to Tolling.



**Comment PC-F49-3**

Alternative 3 does not bypass the Corridor Cities. Intermediate access has been added specifically to address this concern.

**Comment PC-F49-4**

Please see Responses to Comments PC-F49-1 through PC-F49-3.